



**3<sup>rd</sup> Criminalisation and Piracy of Seafarers Interactive  
Forum (CPIF) 2011 Theme: Creeping to Indian Waters  
26<sup>th</sup> August 2011  
Intercontinental The Lalit  
Sahar Airport Road, Mumbai, India**

**Supporting Association:**



As you are aware Oil & Maritime is a monthly publication, focusing on the Oil & Gas & the shipping industry published from Mumbai, India. It will be distributed in India, Middle East, Australia, Singapore, Malaysia & on demand to some parts of Europe through our representative offices. The magazine has a readership base of 10000.

Acts of piracy and armed robbery against ships represent a serious threat to the lives of seafarers, the safety of navigation, the marine environment and the security of coastal states. They also impact negatively on the entire maritime transport industry, leading, for example, to increase in insurance rates and even the suspension of trade. According to the International Maritime Bureau, so far this year, at least 80 commercial cargo ships have been attacked in the 2.8 million square kilometre Gulf of Aden, with 19 successful hijackings.

In the recent past the act of piracy at sea is seen creeping to the Indian waters which is a problem of serious concern. The attempts however have been successfully countered by the India Navy & the coast guards. Pirates have been arrested and are lodged in Indian prisons waiting for their fate.

Piracy at sea hit an all-time high in the first three months of 2011, with 142 attacks worldwide, hijacking of 19 vessels, 344 crew members taken hostage, and six kidnapped, according to the International Chamber of Commerce (ICC) International Maritime Bureau's (IMB) global piracy report. The sharp rise was driven by a surge in piracy off the coast of Somalia, where 97 attacks were recorded in the first quarter of 2011, up from 35 in the same period last year. A further 45 vessels were boarded, and 45 more reported being fired upon. In the first three months of 2011, pirates murdered seven crew members and injured 34. At their last count, on 31<sup>st</sup> March, IMB figures showed that Somali pirates were holding captive 596 crew members on 28 ships.

Figures for piracy and armed robbery at sea in the past three months are higher than whatever was recorded in the first quarter of any past year.

IMB has strongly urged all shipmasters and owners to report all actual, attempted and suspected piracy and armed robbery incidents to the IMB Piracy Reporting Centre. This is the first step in the response chain and is vital to ensuring that adequate resources are allocated by authorities to tackle piracy.

Piracy and armed robbery against ships simply makes our common maritime area:

- unsafe for transport
- bring about and encourage lawlessness
- make the environment in which the crews work unsafe
- a threat to the environment
- a destabilising factor that needs to be combated!

Piracy is a crime under international law. Piracy and armed robbery against ships can constitute an environmental hazard. It is therefore important that regional emergency plans be developed. Piracy and armed robbery against ships are matters for the international community as a whole.

The international community as a whole has an interest in preventing and in combating such crimes. Although it is possible to assume that the flag state, the coastal state, the port state and the state of which the pirates or criminals are nationals, have a particular responsibility to combat piracy and armed robbery, preventing and combating piracy has been an obligation of all states for centuries. Article 100 of UNCLOS clearly reiterates that all states have a duty to co-operate for the repression of piracy.

There is a proliferation of regional and global governmental and non-governmental organisations that at various levels deal with the issue of piracy and armed robbery against ships, for example the International Maritime Organisation, (IMO), INTERPOL, the International Maritime Bureau of the International Chamber of Commerce (ICC-IMB), the Baltic and International Maritime Council (BIMCO), the International Chamber of Shipping (ICS), the International Transport Workers' Federation (ITF), the International Union of Marine Insurance (IUMI), the International Group of P & I Clubs (IGP & I) and numbers of others.

The International Maritime Organisation plays a vital role and the organisation should remain a focal point when it comes to combating piracy. The organisation has addressed the problem since 1983, when it was 'reintroduced' on the international agenda. Since then a number of committees of the IMO have taken measures to address the problem, e.g. the Maritime Safety Committee, the Legal Committee and the Marine Environment Protection Committee.

It is important that states become parties to the relevant international treaties in this field, namely the 1982 UN Convention on the Law of the Sea; 1988 Convention on the Suppression of Unlawful Acts against the Safety of Maritime Navigation and its Protocol on Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf; and the UN Convention on Combating Organized Crime.

To address these issues Oil & Maritime is planning to organize **for the third year in row** a panel discussion -- 'Criminalization & Piracy Interactive Forum (CPIF) 2011' on 26<sup>th</sup> August 2011 at Intercontinental The Lalit to discuss the above along with concerns of the acts of piracy creeping to Indian waters and our preparedness to counter such acts.

The panelists' will comprise of Government representatives, representatives from Indian & International maritime association, Union. The delegates will comprise representatives from the Ship Owners, Ship managers & Present Seafarers. The forum will have participation from Indian & International shipping fraternity.

**Topic:**

Criminalization & Piracy Interactive Forum (CPIF) 2011  
Theme: Creeping to Indian Waters  
Venue: Intercontinental The Lalit, Sahar Airport Road,  
Time: 2 PM to 5:30 PM followed by high tea

**Chief Guest:** Dr. S B Agnihotri, Director General, Directorate General of Shipping, Ministry of Shipping, Govt. of India

**Panelist:**

Capt. Ajay Kotwal, Director, RTS Sindbad & Shipmanager RAS Afrikana, UAE  
Capt. C P Athaid, Executive Director – Fleet Personnel, SCI  
Dr. Mustafa Alani, Senior Advisor, Director, Dept of Security and Defence Studies, Gulf Research Center, UAE (Invited)  
Capt. Navin Passey, Managing Director, Wallem Shipmanagement

### **Advisory Panel:**

Capt. S S Jairam, Director – Sealand Management Services India

Capt. Sandeep Kalia, Head - Salvage Operations & Franchise Development, Great Offshore Limited

The forum will be a platform to discuss below:

- Indian Government allowing armed guards on board.
- Circular by the Government: Not to arrest Pirates & bring to India for further actions.
- Ministry of Shipping & the Directorate General of Shipping office's role & responsibilities
- Responsibilities of Ship owners & Ship managers
- Seafarers view on such crisis
- IMO directives on piracy
- Increasing cost of transportation in the pirate infested waters.
- Indian Coast Guards: How far can they go
- UNIONS support to the affected seafarers family
- Limitations of the Indian Law for the pirates to be punished.
- Need for development of a regional emergency plans
- Changing attitude of pirates with recent case of crisis on the vessel "Asphalt Venture"

Last year 'Criminalization & Piracy Interactive Forum (CPIF) 2010' was organized on 20th August 2010 at Hyatt Regency, Mumbai, India. **The panelists for the forum were Mr. Michael Pinto – Former Secretary, Ministry of Shipping, Govt. of India, Cdr. Ashwin Arvind, Command Operations Officer, Western Naval Command, Capt. Prakash Correa, Great Eastern Shipping Co. Ltd., Mr. Abdulgani Serang, General Secretary & Treasurer, National Union of Seafarers of India., Capt. Rajalingam Subramaniam, Vice President, MISC Berhard, KL, Malaysia.** The report of the forum was submitted to the Director General of Shipping.

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Call for panelist

Call for delegates

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Co-ordinator – CPIF 2011

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